



Salem to Concord
Bikeway Feasibility Study

Salem to Concord Bikeway Feasibility Study

Public Information Meetings

February 11, 2003

February 13, 2003

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Agenda

Salem to Concord
Bikeway Feasibility Study

Welcome / Introduction

Corridor Opportunities:

1. I-93 Bikeway

Advantages/disadvantages

2. Existing Roadway Connections

Advantages/disadvantages

3. Railroad Corridors:

Advantages/disadvantages

Brainstorming/questions – Panel Session

Next Steps / Wrap-up

Technical Staff available for further discussion

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Introduction

Salem to Concord
Bikeway Feasibility Study

Project Purpose:

Identify a feasible alternative transportation corridor (facility) for pedestrian and bicyclists between Salem and Concord. This facility would provide for non-motorized travel within and between the communities along the corridor. In an effort to reduce the dependence on motor vehicle trips on I-93 and other roadways, this alternate corridor (facility) should encourage and provide a transportation link for both work and non-work related trips, and be desirable for a wide range of bicyclists and pedestrians. Potential options for a north-south alternative transportation facility include a bicycle path in portions of the proposed I-93 right-of-way between Salem and Londonderry, use of existing roadways and use of abandoned or active rail corridors.

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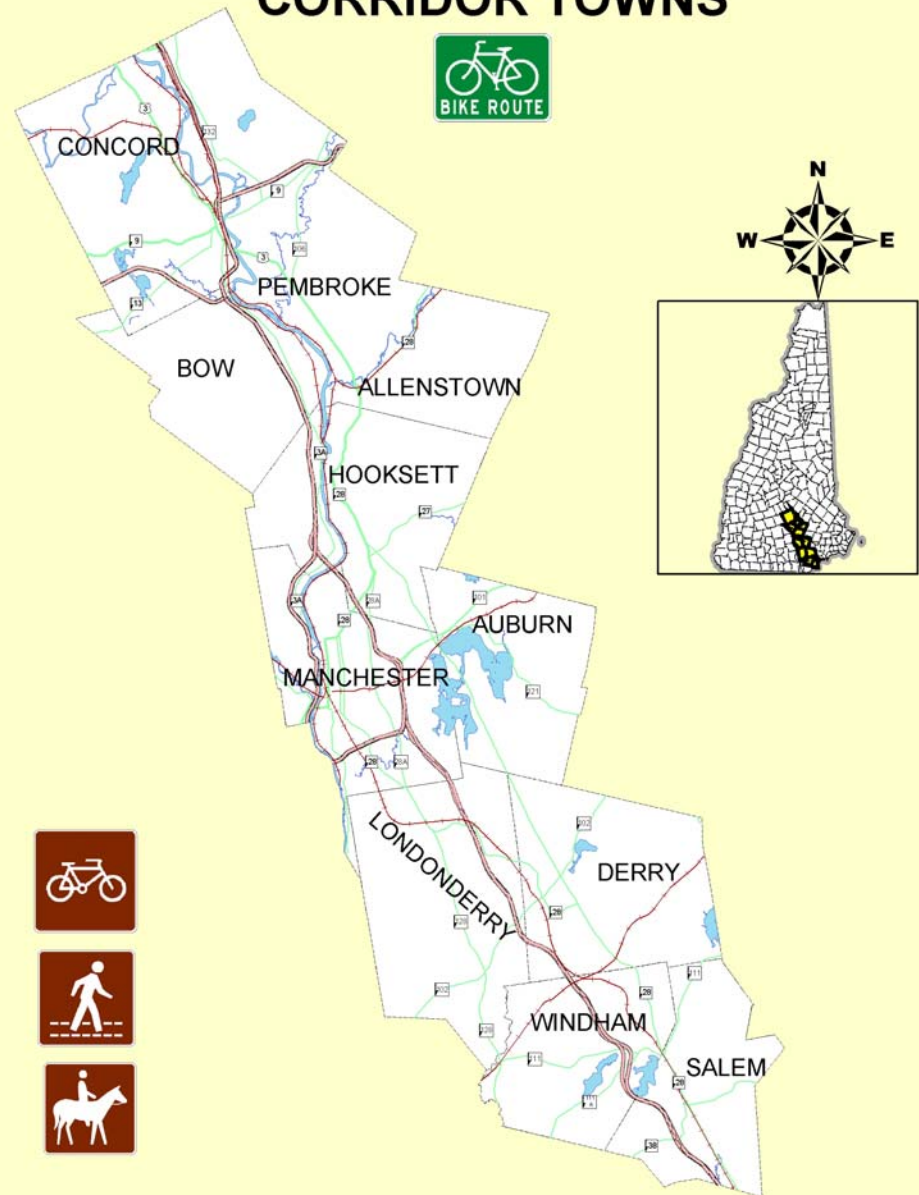




Introduction

Salem to Concord
Bikeway Feasibility Study

SALEM TO CONCORD BIKEWAY FEASIBILITY STUDY: CORRIDOR TOWNS





Study Process

Salem to Concord
Bikeway Feasibility Study

1. **Develop project (study) purpose**
2. **Create Advisory Task Force**
3. **Identify corridor options**
4. **Seek input/comments on options (tonight)**
5. **Refinement based on feedback**
6. **Return to public with feasible transportation facility**
7. **Prepare study findings**

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Key issues for discussion of Preliminary Options

Salem to Concord
Bikeway Feasibility Study

Project purpose and need

Potential trail users

Access/connections

Potential combinations of options

Right-of-way issues

(community plans for trail networks)

Railroad operations

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Interstate 93 Option Salem to Londonderry

Salem to Concord
Bikeway Feasibility Study

12 foot paved exclusive pathway

Located within proposed I-93 right-of-way

13 +/- miles in length

Maximum grade of 5 %

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Interstate 93 Option Salem

Salem to Concord
Bikeway Feasibility Study

Total length – 1.4 miles

**Starts at Pelham Rd. and South Policy St
and continues to Salem/Windham line**

**Runs parallel to Pelham Rd. and east side
of I-93 at bottom of slope**

**Possible connection to Northeastern Blvd.
and South Shore Rd.**

Grade crossing at Brookdale Rd.

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Interstate 93 Option Windham

Salem to Concord
Bikeway Feasibility Study

Total length – 4.9 miles

**Runs parallel to east side of I-93 to
proposed park & ride at Exit 3, south
along Route 111 and then east along I-93
at bottom of slope**

Possible connection to Wildwood Rd.

**Grade crossings at Westshore Rd,
Edgewood Rd, Route 111, and North
Lowell Rd.**

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Interstate 93 Option Derry

Salem to Concord
Bikeway Feasibility Study

Total Length – 2.0 miles

**Runs parallel to I-93 on the east side to
Fordway Extension, and then under I-93,
Parallel to I-93 along the west side to town
line**

**Grade crossing at Fordway Extension, and
Kendall Rd.**

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Interstate 93 Option Londonderry

Salem to Concord
Bikeway Feasibility Study

Total length – 4.3 miles

**Runs parallel to I-93 on west side to Exit 4
(Route 102)**

Parallel to SB off-ramp and the west side of I-93 to Pillsbury Road

From Ash Street, parallel to I-93 (east side) at bottom of slope to Stonehenge Road.

Under I-93 at Stonehenge Road and parallel to the I-93 (west side) at bottom of slope.

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Interstate 93 Option Londonderry (cont)

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Bikeway Feasibility Study

Continues to Exit 5 at Route 28.

**Possible connections to Trolley Car Lane,
Seasons Lane, Rockingham Rd. and
Perkins Rd.**

**Grade crossings at Route 102 (Exit 4),
Pillsbury Rd. and Ash St., Stonehenge Rd.
and Route 28 (Exit 5)**

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Interstate 93 Option Summary

Salem to Concord
Bikeway Feasibility Study

Advantages:

- Exclusive paved pathway
- Connections to future park and ride lots

Disadvantages:

- Access/connections to neighborhoods, schools, recreation, etc.
- Difficult intersections at interchange ramps

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Existing Roadways Option Evaluation Criteria

Salem to Concord
Bikeway Feasibility Study

For Shared Roadway:

- Roadway width
- Traffic volumes
- Travel speeds
- Land use
- Points of conflict (intersections, major driveways, etc)
- Sight distance
- Directness

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Existing Roadways Option Salem

Salem to Concord
Bikeway Feasibility Study

Length = 3.5 miles

Begin on Route 38 at I-93 overpass

**Along Pleasant St., Main St., and
North Policy St.**

**End on North Policy St. at Salem/
Windham line**

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Salem



Main St.



Pleasant St.



N. Policy St.

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Existing Roadways Option Windham

Salem to Concord
Bikeway Feasibility Study

Length = 5.8 miles

**Begin on North Policy St. at Windham/
Salem line**

Along Route 111 to North Lowell Street

Rail trail (North Lowell St. to Derry line)

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Windham



Route 111



N. Lowell St.



N. Lowell St.



Existing Roadways Option Derry

Salem to Concord
Bikeway Feasibility Study

Length = 1.0 miles (on roadways)

Begin on rail trail at Windham line

Along Rollins St to Maple St. (0.2 miles)

**Ash Street and Ash Street Extension to
Londonderry line (0.8 miles)**

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Derry



Rollins St.



Maple St.



Ash St.

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Existing Roadways Option Londonderry

Salem to Concord
Bikeway Feasibility Study

Length = 7.4 miles

Begin on Ash Street at town line

Along Pillsbury Street to Route 128

Mammoth Road to Manchester line

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Londonderry



Ash St.



Mammoth Rd. (South)



Pillsbury Rd.



Existing Roadways Option Manchester

Salem to Concord
Bikeway Feasibility Study

Length = 5.8 miles

Mammoth Rd to I-293 (1.7 miles)

I-293 to Huse Road (0.8 miles)

Huse Road to Bridge Street (1.7 miles)

Bridge Street to Town Line (1.6 miles)

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Manchester



*Mammoth Rd.
(between I-293 &
Huse Rd.)*



*Mammoth Rd. (between Huse Rd.
& Bridge St.)*



*Mammoth Rd. (between Bridge St. &
Manchester Hookset town line)*

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Existing Roadways Option Hooksett

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Bikeway Feasibility Study

Length = 6.0 miles

Begin on Mammoth Rd. at Hooksett line

Along Webster Street to Ferry Road

Route 3/28 to Main Street

Pine Street (at 3A) to Hooksett/Bow line

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Hooksett



Route 3/28 (Hooksett Rd) at Granite Hill Rd.



Main St.



Hooksett Rd.



Existing Roadways Option Bow

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Bikeway Feasibility Study

Length = 6.7 miles

Begin at Bow Bog Rd at town line

Bow Center Rd. and Logging Hill Rd.

To South St. at Bow/Concord line

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Bow



Bow Bog Rd.



Logging Hill



Center Rd.



Existing Roadways Option Concord

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Bikeway Feasibility Study

Length = 0.9 miles

Begin at South St. to Iron Works Rd.

**Several alternatives for end of corridor
(facility) in Concord**

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Roadway Alternatives

Salem to Concord
Bikeway Feasibility Study

Concord



South St.

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Existing Roadways Option Summary

Salem to Concord
Bikeway Feasibility Study

Advantages:

Direct route along corridor

Access to neighborhoods, schools, recreation, etc.

Many links are low volume, low speed

Disadvantages:

On road options may only serve advanced cyclists

Shoulder widening and/or sidewalks may be desired on some roadways (\$\$)

Major intersections / points of conflict

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Railroad Corridors

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Bikeway Feasibility Study

Salem to Concord

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Salem to Manchester

Salem to Concord
Bikeway Feasibility Study

Conversion of 21 mile abandoned railroad to trail
37 path/roadway intersections in railroad corridor

18 mile segment from Salem to Harvey Rd., Londonderry

3 mile segment from Perimeter Rd. to Depot Rd., Manchester

Most of the corridor is publicly owned (State of NH and Derry)

Original railroad right-of-way generally is 82 – 100 feet wide

2 mile road and path segment around Manchester Airport

Few structures

Typical trail design

10 to 12 foot wide paved path with 2-3 ft. shoulders

Designed for bicycles and pedestrians

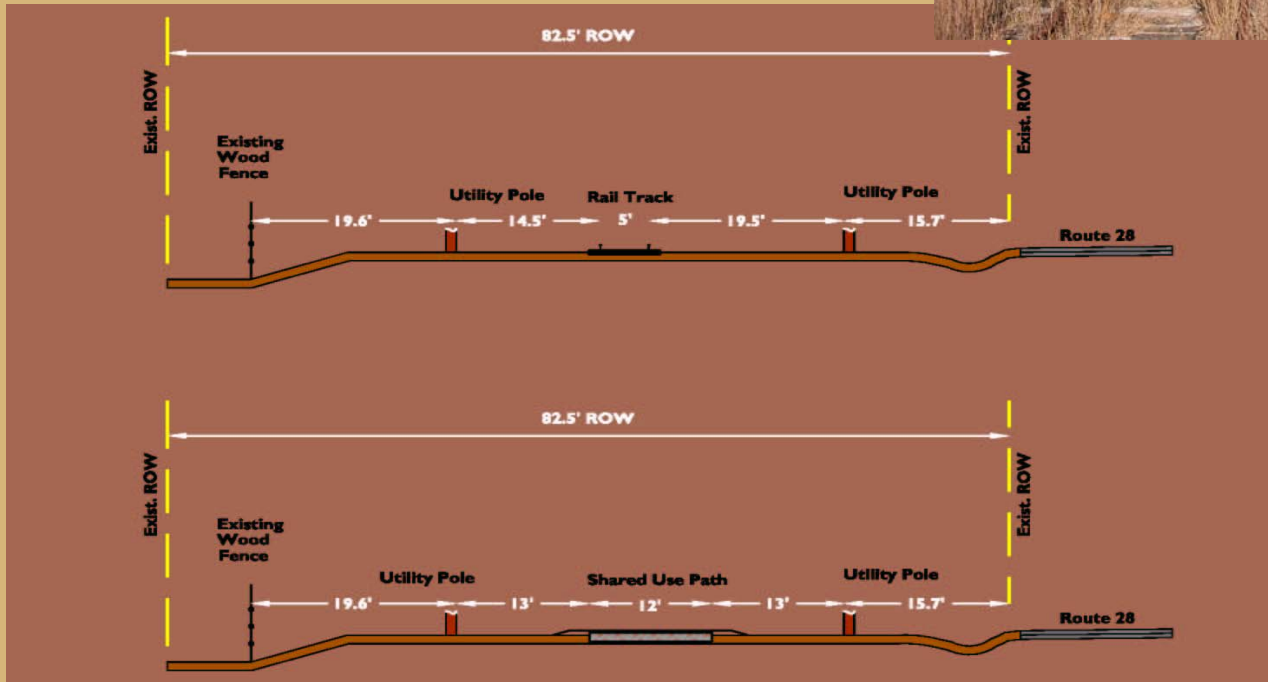
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Salem

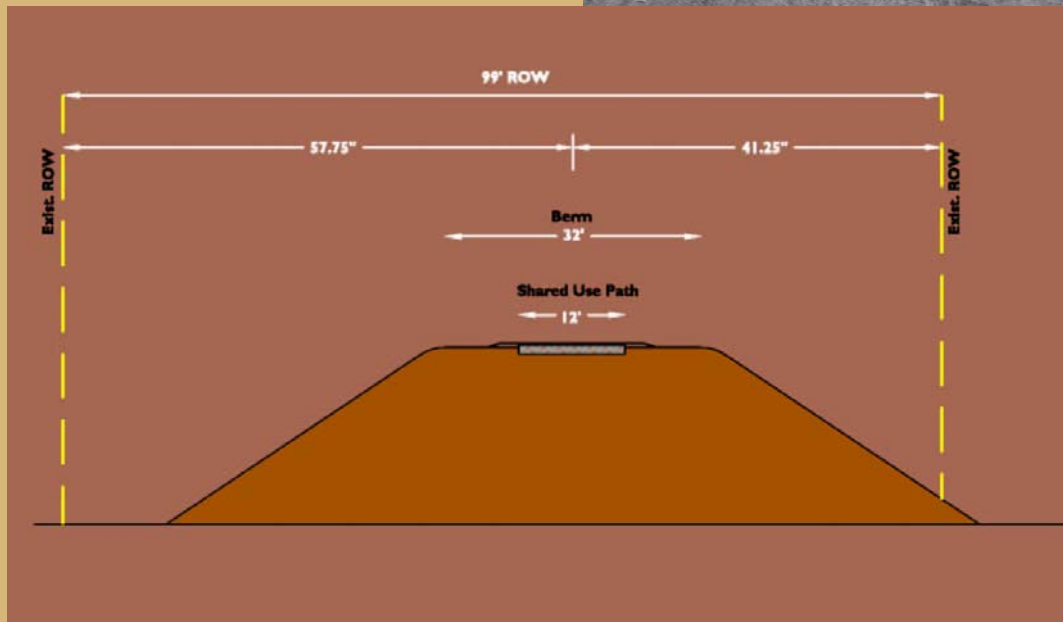
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Windham

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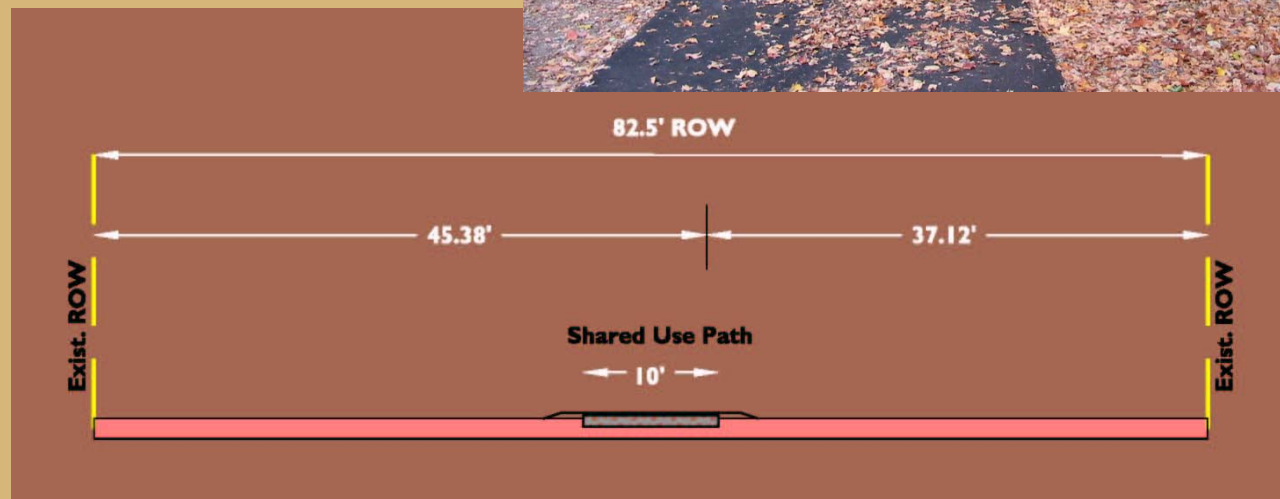
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Derry

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Bikeway Feasibility Study





Manchester to Concord

Salem to Concord
Bikeway Feasibility Study

Bicycle route on Canal Street and Riverwalk in downtown Manchester

Heritage Trail (shared use path) along active rail corridor in Manchester and Hooksett

Conversion of Abandoned Railroad to Trail from Hooksett to Concord

Ownership of the corridor is mixed

Guilford owns active railroad

Abandoned railroad owned by towns, PSNH and private parties

Bridges needed over Suncook and Soucook Rivers and a canal
2 Path/Roadway Intersections in Abandoned Railroad Corridor

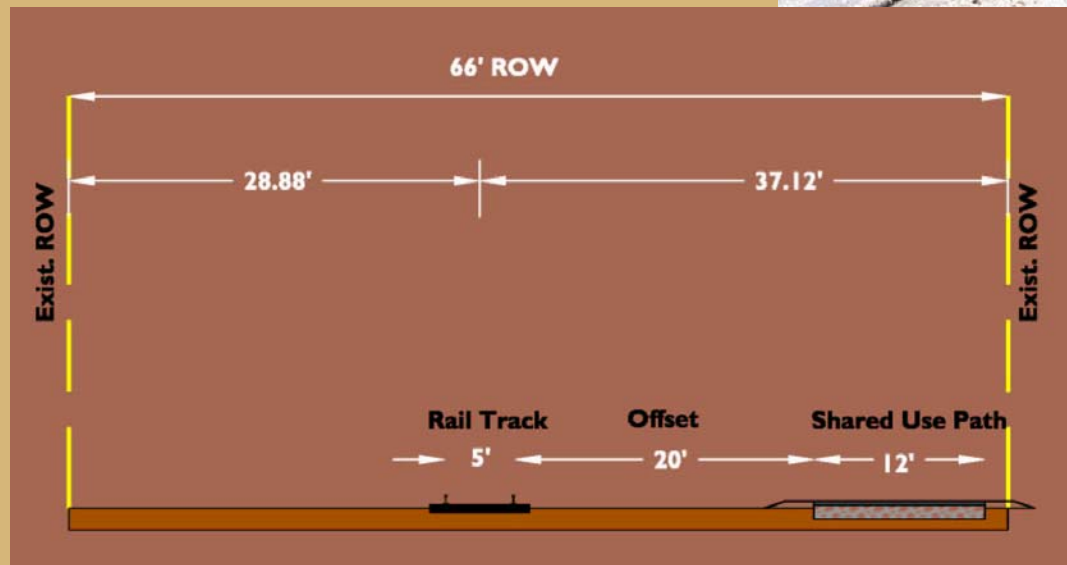
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Manchester

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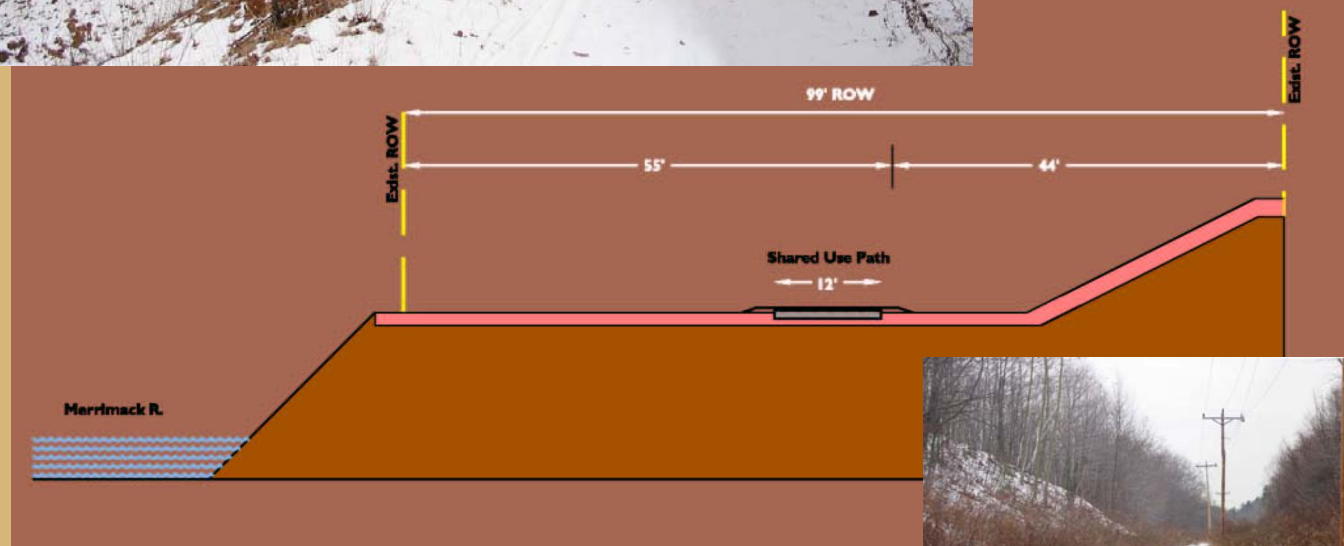
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Pembroke

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Summary – Rail Trail

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Bikeway Feasibility Study

Advantages

- Continuous facility from Salem to Concord

- Facility is appropriate for basic adult cyclists and pedestrians

- Provides good access to residential, commercial, institutional and industrial areas

Disadvantages

- Large number of trail/roadway intersections

- Private ownership especially north of Manchester

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Next Steps / Wrap-up

Salem to Concord
Bikeway Feasibility Study

Refine options based on feedback

Prepare draft feasibility report

Reconvene to discuss preferred option or
combination of links

Develop a prioritized list of projects

Prepare final report

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